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said lifting apparatus being aurally deployed from said base structure, said arrestment means being adapted to capture and retain said aircraft from mid-air flight, said tow line enabling said lifting apparatus and said captured aircraft to be pulled back to said base structure.

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MCDW-8238-preliminary amdt*

150. (amended) An aerial recovery system for an aircraft, said system comprising; an arrestment line held up at at least one end, said aircraft containing a device for capturing said line, said aircraft containing structure suitable for deflecting said line laterally into engagement with said capturing device.

151. (amended) The aerial recovery system of claim 150 where said line is held up by a lifting apparatus.

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153. (amended) The aerial recovery system of claim 150 where said hook has a line retaining device. *npa 112*

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159. (amended) The aerial recovery system of claim 150 in which a propeller guard deflects said arrestment line away from the propeller. *112 npa*

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168. (amended) The aerial recovery system of claim 137 in which there is an engagement point on the recovery system for contact and capture of said aircraft, a suspension line supported by said lifting apparatus in turn supports said engagement point, and a mechanism is provided to retract said suspension line in order to raise said engagement point and said aircraft.

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184. (amended) An aerial recovery system for an aircraft, said system comprising:

a net, a draw string that passes around the periphery of said net and is slidably attached at points around the periphery of said net, a support system sufficient to carry the weight of the net and the aircraft, said draw string is connected to said support system and said draw string is suitable for pulling the periphery of the net together around the back of said aircraft to encapsulate said aircraft during arrestment.

Please add the following claims 209-230:

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209. The aerial recovery system of claim 150 in which said structure is swept aft to reliably deflect said arrestment line to said capturing device.

210. The aerial recovery system of claim 209 in which said structure is swept aft 5 degrees or more to reliably deflect said arrestment line to said capturing device.

211. The aerial recovery system of claim 209 in which said structure is swept aft 10 degrees or more to reliably deflect said arrestment line to said capturing device.

212. The aerial recovery system of claim 150 in which the leading edge of said structure sweeps aft to reliably deflect said arrestment line to said capturing device.

213. The aerial recovery system of claim 212 in which the leading edge of said structure sweeps aft more than 5 degrees to reliably deflect said arrestment line to said capturing device.

214. The aerial recovery system of claim 212 in which the leading edge of said structure sweeps aft more than 10 degrees to reliably deflect said arrestment line to said capturing device.

215. The aerial recovery system of claim 137 in which said lifting apparatus is controllable for steering purposes or for changing the lift or drag characteristics of said lifting apparatus.

216. The aerial recovery system of claim 150 in which the capturing device is located inboard of the aircraft's wingtip.

217. The aerial recovery system of claim 216 in which the capturing device is located inboard more than 5% of the wing semi-span.

218. The aerial recovery system of claim 137 in which said tow line supports the weight of at least a portion of the arrestment line or lines used in the recovery process whether operating individually or connected together to form a net, said arrestment lines hanging in a generally vertical plane below said tow line, said tow line being held in the air by said aerial lifting apparatus.

219. The aerial launch system of claim 129 where said launching means is held in the air by said tow line, said tow line being held in the air by said lifting apparatus.

220. The aerial recovery system of claim 150 in which multiple generally vertically oriented arrestment lines are spaced apart across the direction of travel of said aircraft as it approaches for recovery so as to increase the lateral capture envelope of said recovery system.

221. The aerial recovery system of claim 150 in which said capturing device is located generally over the center of gravity of the vehicle when the wings are level so that the aircraft is held in a level attitude after arrestment.

222. The method for stowing and deploying of the aerial lifting apparatus of claim 137 in which said lifting apparatus has riser lines that extend up to a fabric canopy and a winch is used to retract and extend said tow line and riser lines onto a drum of said winch.

223. The method for stowing and deploying of the aerial lifting apparatus of claim 129 in which said lifting apparatus has riser lines that extend up to a fabric canopy and a winch is used to retract and extend said tow line and riser lines onto a drum of said winch.

224. The method for recovering an aircraft of claim 150 in which said line is deflected inboard relative to the aircraft.

225. The aerial launch system of claim 130 in which said lifting apparatus is a parasail, parafoil or other deployable fabric lifting system.

226. The aerial recovery system of claim 150 in which said system is designed to rotate said aircraft to a generally wings level position and hold said aircraft in said wings level position.

227. The aerial recovery system of claim 150 in which said line is supported in the air by a rotor.

228. The aerial recovery system of claim 150 in which said line is held up by a boom that can rotate about a generally vertical axis.

229. The aerial recovery system of claim 150 in which said line is supported in the air by another line strung generally horizontally between two supports.

230. The aerial recovery system of claim 150 in which said line is supported in the air by an aircraft.